

April 4. FEBRUARY FISH RECEIPTS.

BUREAU OF FISHERIES REPORT OF LANDINGS AT THIS PORT AND BOSTON.

According to the report of the Bureau of Fisheries during the month of February, 70 fares of fish, aggregating 2,679,127 pounds of fresh fish, valued at \$85,047, and 949,049 pounds of salt fish valued at \$22,924, a total of 3,628,176 pounds, valued at \$107,971, were landed at this port, and 6,494,675 pounds of fresh fish, valued at \$208,094, were landed at Boston.

The landings in detail at each port were as follows:

Gloucester.		
	Pounds.	Value.
Fresh cod	69,957	2,997
Salt cod	128,929	6,913
Total cod	198,886	9,810
Fresh haddock ..	459,916	13,198
Salt haddock	4,235	85
Total haddock ..	464,151	13,283
Fresh cusk	18,460	487
Salt cusk	2,445	68
Total cusk	10,905	555
Fresh hake	21,270	504
Salt hake	625	12
Total hake	21,995	516
Fresh pollock	118,900	3,132
Salt pollock	16,874	338
Total pollock	135,774	3,470
Fresh halibut	84,274	7,541
Salt halibut	541	43
Total halibut	84,815	7,584
Salt herring	795,400	15,465
Frozen herring	1,906,250	57,188
Boston.		
Fresh cod	908,500	\$34,832
Fresh haddock ..	5,043,400	148,333
Fresh cusk	112,390	3,691
Fresh hake	222,525	10,781
Fresh pollock ..	18,300	7,305
Fresh halibut ..	22,650	3,152

LANDED FISH AT PORT CLYDE, ME

Sch. Slade Gorton Contracts with Burnham & Morrell Canning Co.

Sch. Slade Gorton, Capt. George E. Heckman, of this port, arrived at Port Clyde, Me., Saturday, with a big fare of fresh cod and haddock for the canning concern of Burnham & Morrell, which has a big plant at that place.

Last season, at about this time Capt. Heckman landed two or three large trips there to the same concern and did well off it. This season he is the first of a fleet of about nine or 10 off-shore vessels who have contracted to land fares there for the Burnham & Morrell concern.

The prices for the fare are made in advance, being \$1.75 or \$1.50 per hundred weight for haddock and from 10 to 15 cents better per hundred weight on cod than the splitting prices. The first crafts to contract got \$1.75 for their haddock and those who got on the list later got \$1.50.

Opposition to Nova Scotia Fishing Act.

Opposition is developing to the new fishing act recently introduced in the Nova Scotia Parliament. It provides that "any resident of Nova Scotia shall during the open season be at liberty to go on foot along the banks of any brook, stream, river or lake in the province, upon any woodlands or uncultivated lands owned by the Crown private individuals, or corporations, for the purpose of fishing with rod and line, and he shall be at liberty to fish for and catch salmon, trout, and other fish frequenting such waters, and to carry away any fish he may catch, and he may also go upon such waters in boat or canoe and carry on the sport of fishing so long as he does no actual damage to the property over which he travels."

Fresh Fish Landed at Provincetown.

Several fares of fresh fish were landed at Provincetown Sunday, and sent to Boston by rail Monday morning; other fish came from Maine, and at the exchange there were sold 121 boxes and five barrels of haddock, 16 boxes and four barrels of cod, 10 boxes and four barrels of mixed fish, and four barrels of flounders. The unusual happened with some of these fish. The vessels at the wharf had sold their cod at a good price, and it seemed as if the market had settled the price for the day, but some of the dealers found that they could not get what they needed for their orders, and bidding on the Provincetown fish sent the price up over \$2 a hundredweight.

FISH ORDERED DESTROYED.

Shipment From This City Was Adulterated and Misbranded.

The following notice of judgment is issued by the department of agriculture will be of much interest here:

On or about September 10, 1910, a Gloucester firm shipped from the state of Massachusetts into the state of Pennsylvania 10 drums of salt fish, labeled "Prime Italian Codfish." Samples of this product were procured and examined by the bureau of chemistry, United States department of agriculture and the product was found to be the common codfish, gadus callarias, common to American waters, and to be decomposed.

As the findings of the analyst and report made indicated that the product was adulterated and misbranded within the meaning of the food and drugs act of June 30, 1906, and liable to seizure under section 10 of the act, the secretary of agriculture reported the facts to the United States attorney for the eastern district of Pennsylvania.

In due course a libel was filed against the said 10 drums of salt fish, charging the above shipment and alleging that the product so shipped was adulterated in that it consisted in whole or in part of a decomposed or putrid animal substance, and alleging that the product was misbranded in that the label above set forth, "Prime Italian Codfish" purported that the product was a foreign one, to wit, a product of Italy, or of Italian waters, when in truth it was not a foreign product but a product of North American waters, and of the United States, and praying seizure, condemnation and forfeiture of the product.

The cause coming on for hearing, and no response or answer having been filed to the above libel, the court being fully informed in the premises, rendered its decree, finding the product to be adulterated and misbranded, as set forth in said libel, condemning and forfeiting the product to the United States, and ordering its destruction by the marshal of said district, which order was forthwith executed.

This notice is given pursuant to section 4 of the food and drug act of June 30, 1906.

Fulton Market Fish Notes.

The past week was a most unsatisfactory one to the Fulton Market wholesale commission dealers. Where there was an abundance of stock there were no buyers, while fish which were in light supply were in great demand. Taken altogether, there was little change in the prices this week.

The wholesale commission men in the market are anxiously awaiting smack bluefish. Letters from skippers of some of the smacks say that there has not been any sign of a fish up to this time. There were no southern bluefish in the market last week.

There were seven carloads of western white halibut in the market this week. Sales were made at 8 cents to 9 cents per pound. The firms receiving the fish were: Chesebro Bros., 2 cars; George T. Moon Company, 1 car; John Feeney, 2 cars; New English Fish Company, 1 car, and John Lambert, 1 car. Advices already received state that eight cars of western fish are now on the way, due to arrive during the coming week. The chances are that western white fish will be cheaper, at least during the early part of the week.

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Flounder Fishermen Doing Well.

The fleet of small boats which have been flounder fishing near the Cross Rips shoal and landing their catches at South Hyannis have been doing extra well of late. All the crafts are fitted with small otter trawls and in one day last week landed 280 barrels of flounders which were shipped to the New York market.

Halibut Sale.

The fare of halibut of sch. Yakima sold here this morning to the New England Fish Company at 10 1-2 cents per pound for white and 8 1-2 cents for gray.

Alewives and Shad at Boston.

Alewives and shad came from New York yesterday morning for Boston dealers. Both were offered at extremely reasonable prices.

Sch. Elk Had Salt Cod.

Sch. Elk, which arrived at Portland yesterday, had 10,000 pounds of salt cod in addition to her halibut.

April 4. SCH. YAKIMA HAS GOOD FARE.

THE ONLY FISHING ARRIVAL AT THIS PORT SINCE YESTERDAY AFTERNOON.

There were no arrivals this forenoon. Last evening sch. Yakima, Capt. Robert Wharton, came in from Quevo bank with a fine fare of halibut, 23,000 pounds and 20,000 pounds of fresh cod beside, on which a nice stock will be made.

Only three of the gasoline netters were out yesterday and they did not have much fish. Today all the market and shore boats are out.

A big load of fish, representing the Sunday catch of some of the shore gasoline netters of the "lake boat" fleet, was taken up over the road early yesterday morning on one of T. E. Reed's big auto trucks, arriving there in time for the opening of the Monday morning fish market.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Yakima Quevo Bank, 23,000 lbs. halibut, 20,000 lbs. fresh fish.

Sch. Elk, via Portland.

Sch. Paragon, via Portland.

Steamer Bessie M. Dugan, pollock seining.

Steamer Nomad, shore, 4000 lbs. fresh fish.

Steamer Eagle, shore, 4500 lbs. fresh fish.

Steamer Mindora, shore, 500 lbs. fresh fish.

Sch. Mary E. Silver, shore.

Sch. Mary B. Greer, shore.

Sch. Leo, shore.

Sch. Richard, via Boston.

Vessels Sailed.

Sch. Rex, haddocking.

Sch. Mopenam, haddocking.

Sch. Frances P. Mesquita, haddocking.

Sch. Titania, Georges handlining.

Sch. Mabel E. Bryson, shore.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5; medium, \$4.50; snappers, \$3.

Trawl, Georges codfish, large, \$4.75; medium, \$4.25.

Eastern halibut codfish, large, \$4.50; medium, \$4.

Haddock, \$2.

Pollock, \$2.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Hake, \$1.75.

All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.10.

Large cod, \$2.25; mediums, \$1.75; snappers, 75c.

Cusk, large, \$1.60; mediums, \$1.25; snappers, 60c.

Dressed pollock, \$1.10; round, \$1.

Fresh codfish not gilled bring 10c per cwt. less than the above prices.

Halibut, 10 1-2 cts. per lb. for white and 8 1-2 cts. for gray.

PORT OF GLOUCESTER.

Coastwise Arrivals.

Sch. Florence A. to load salt for a Maine port.

Fitting for Rips Fishing.

Capt. James Goodwin will now fit sch. Good Luck for Rips fishing. Capt. Oscar Lyons has started in to fit sch. Corsair for the same line of fishing and expects to be ready to sail Thursday.

Capt. Edward Nickerson is fitting sch. Olympia for Rips fishing as usual.

Capt. Fred Howard will go Rips fishing again this year in sch. Appomattox and will begin to fit a little later.

For Mackerel Seining.

Capt. Wallace Parsons is fitting sch. Saladin for south mackerel seining and expects to be ready to sail Saturday.

Salt Steamer Will Go to New York.

The steamer Dundas will complete the discharge of her cargo of salt tomorrow and will go to New York to load steel rails for Japan.

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Nova Scotia Lobsters at Boston.

On the Yarmouth steamer at Boston yesterday there were only 165 crates of lobsters. There was also one box of eastern salmon.

April 4. NEW FISH BRING GOOD PRICES.

BUT OLD FISH WERE IN LITTLE DEMAND AT T WHARF THIS MORNING.

Yesterday, after our report, five of the small cod netters arrived at T wharf with fares of from 500 to 2000 pounds each. This morning two market boats, one steam trawler and two off-shore haddockers comprise all the arrivals with fish fares.

The otter trawler Foam has a very small trip, hailing for 21,000 pounds. Of the market boats sch. Manomet has a fine trip of 15,000 pounds of haddock and is getting \$4.15 per hundred weight for them. Sch. Jeanette, from off-shore, has a big catch, 93,000 pounds and sch. Eugenia is also well fished with 70,000 pounds.

These craft are getting \$2.85 for their new haddock and \$4 for their large new cod. Old fish are bringing low prices.

Sch. Mooween arrived at T wharf shortly before noon with 40,000 pounds of halibut and 10,000 pounds of fresh cod.

Boston Arrivals.

The fares and prices in detail are:

Sch. Motor, 7000 haddock, 800 cod.

Sch. Manomet, 15,000 haddock.

Sch. Eugenia, 30,000 haddock, 40,000 cod.

Steamer Foam, 17,000 haddock, 3000 cod, 1000 pollock.

Sch. Jeanette, 35,000 haddock, 58,000 cod.

Sch. Olivia Sears, 500 cod.

Sch. Ignatius Enos, 2000 cod.

Sch. Marian, 1000 cod.

Sch. Laura Enos, 1000 cod.

Sch. Georgianna, 2000 cod.

Sch. Mooween, 40,000 halibut, 10,000 fresh cod.

Old off-shore haddock, \$1.25 per cwt.; new off-shore haddock, \$2.85; shore haddock, \$4.15 to \$4.25; old off-shore large cod, \$2.50; new off-shore large cod, \$4; shore cod, \$4.50; old off-shore market cod, \$1.75; cusk, \$2.50.

Portland Fish Notes.

Several of the local fishing trawlers went out Saturday evening, but did not go very far on account of the rough weather, but came back to port Sunday and will wait for more favorable chances to get out.

The sloop Crusader, Capt. John Dyer, came in during the day with a catch of 2500 pounds of cod fish for the local market which he will probably land on Commercial wharf Monday.

The steam smack Carrie and Muldred came into port yesterday from the eastward where she has been for fish. She only brought in a small fare of fish to be salted and used in canning.

The Italian bark Antonio D'Alli, Capt. Salvo, arrived here Sunday from Trapani with 880 tons of salt for W. & Shurtleff Company. She was 50 days on the passage.

Home From Pollocking Trip.

Steamer Bessie M. Dugan, Capt. John F. Vautier, arrived from a down east pollock seining trip this morning. Capt. Vautier reports the weather cold and bad and but few fish seen. What few schools there were were in close to the rocks at the mouth of the Sheepscott river and around Small Point. A week ago Sunday some of the small boats made hauls there aggregating 40,000 pounds and since then none have been taken.

Coming along the Dugan left sch. Little Fanny and steamer Joppalte having a look around Boon Island.

Lost Cable and Anchor.

Sch. Eglantine, Capt. Percy Firth, one of the Georges handline codfishing fleet of this port, put in at Shelburne, N. S., a few days ago, minus her cable and anchor. A new string and mud-hook were secured from Halifax and the vessel proceeded. The cable was lost during a heavy breeze, which the craft was riding out, with the whole string out, on the fishing ground. The big rope caught on the bowsprit of the vessel, as the craft dipped low on one of the big seas and snapped off.

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MASSACHUSETTS SHELL FISHERY.

"Massachusetts has more than 66,000 acres along its shores capable of raising shellfish, which are now unoccupied or waste," said David L. Belding, head of the zoological laboratory of the state fish and game commission before the Boston Scientific Society. "Few people realize," he continued, "that in land suitable to the growth of clams, the yield will be from \$400 to \$600 a year per acre, and if proper for quahogs, the yield may be as high as \$1000 an acre. This is better than similar areas devoted to farming will do."

Mr. Belding declared that the shell fisheries of Massachusetts are sadly run down because of unfortunate laws. Beginning in Colonial times, the right has existed for every citizen of the state to take from between high and low water a quantity of clams for his own use and that of his family. As the result no one owns these clam flats and no one seeks to improve them, because any person who happens along may gather the crop and in so doing destroy the young shellfish. Even the lots staked out by the state for its experimental work were entered, although plainly labelled, and the clams taken by citizens claiming the right under this old law. Revision of the laws is therefore the first step towards regaining the shellfish industries, which under present conditions are doomed to extinction. Most of the older productive flats, even those like Duxbury, famed throughout the country for their product, are practically abandoned, yet are quite as available under proper conditions as they ever were.

The speaker took up, one at a time, the various shellfish, the oyster, clam, quahog and scallop, noted their growth and the conditions under which they might be a profitable crop, described their anatomy, using splendid lantern diagrams, and presented actual figures of growth.

As an example of the need of some adequate policy of cultivation, Mr. Belding referred to an experiment in Rowley. During a year of abundance of the young sand clam, it was found that they populated certain areas of the town shores to the number of 1500 to a square foot of surface, and only 25 individuals reached maturity. There was here the waste of ninety-eight per cent of the product, which might easily have been used to seed some other locality and have yielded a fine crop in them also. There were enough clams wasted in that Rowley area to have seeded more than a hundred acres of clam flat that would have yielded a million clams to the acre. Figures were given of the growth of the mollusks, this amounting to five fold in a single year for clams and eight fold for quahogs. Scallops were also discussed and some of the less used forms of sea food, mussel and periwinkles.

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Bankers Spoken.

Capt. Robert Wharton reports speaking schs. Premier, Mystery, J. J. Flaherty on the Peak recently. There were five other bankers anchored in company with these crafts, and from what reports the men of the Yakima could get from the crafts spoken, they had struck no big fishing and had had plenty of bad weather. They also saw quite a number of other bankers at anchor some distance from the crafts they spoke, among them sch. Arethusia.

Fulton Market Fleet After Bluefish.

The smacks of the regular Fulton Market fleet are getting away to the south for bluefish as rapidly as possible. The Lady Elgin, owned by S. B. Miller & Company, sailed on Wednesday and the Roulette Chesebro Bros., owners, on Thursday. The E. P. Wright, owned by H. M. Rogers & Co.; John Feeney, owned by John Feeney, and Nourmahal, owned by S. L. Storer & Company, will get away in a day or so.

Sails on Maiden Trip.

The sch. Eleanor de Costa, launched at Essex two weeks ago, went to Provincetown Saturday. Capt. John Fields, who will command her, had his gear ready and she will probably sail from Provincetown on her first trip today.

Are Not Getting Big Catches.

Ten codfish smacks arrived during last week at Fulton Market, with 7245 codfish. The largest catch was made by the Earl & Nettle, 1800 fish, to Eldred & Haley. The smallest, 50, came to Lockwood & Winant on the smack Pocahontas. She is a small vessel, usually taking lobsters. Steak cod sold during the week at 6 cents to 7 cents and market cod at 4 cents.

Grand Bank's Growing Fleet.

Grand Bank is one of the leading fishing ports in Newfoundland. The business men own 66 sail of large fishing vessels and several three masted schooners which are engaged in carrying fish to Mediterranean ports.

Fitting for Dory Handling.

Capt. John A. McKenzie is fitting sch. Fannie A. Smith for dory handling and Capt. Simeon Hirtle is fitting sch. Gossip for the same line of fishing.

MANY GLOUCESTER FISHERMEN.

Included In Crew Lists of Anacortes, Washington, Fleet.

The Anacortes, Wash., three-masted fishing sch. Alice, of the Robinson Fish Company's fleet, carrying a crew of 37 men, among them a number of Gloucester fishermen who left here a few weeks ago to try their fortunes on the Pacific coast, sailed on her five months' codfishing trip, Thursday, March 30. Sch. Joseph Russ, her companion craft, also carrying a number of Gloucester fishermen, was scheduled to sail April 1.

On the crew list of those who sailed in the Alice appear the names of the following members of the recent gang of fishermen who went out from here: Fred Hanson, George Power, Michael J. Getheral, Frederick Snow, Thomas Armsworthy, Jabez Kippen, Manuel Silva and Lemuel Nicholson.

On the crew list of sch. Joseph Russ were the names of the following Gloucester men:

Maurice Fletcher, Horace Goodick, William Penney, A. C. Allen, Charles Brown, Alex Campbell, Gilad Dahlson, William Selig, James Milmo, William Johnson and Edward Martin.

The names of Adrian Saulnier, David Brewton, Joseph Mullen and Allen McDonald, who left here with the recent Gloucester party, to go on these vessels, do not appear on the crew lists of either. All four may have gone and shipped under other names on the Alice, as the Russ had her full Gloucester quota.

Here's the way the Anacortes American tells of the sailing of the Alice:

"The usual 'rounding up' of the fishermen early today was quite a hardship to the boat's officers, but it afforded many ludicrous incidents to the general public. The men realizing that it would be their last day ashore for about five months were loth to go

aboard until the last minute, they making all kinds of excuses to bid this fellow and that fellow a last farewell in the hopes of getting another taste of the cup that cheers.

"The reason the boat was towed out in the channel was to prevent the men already on board from going ashore, which would necessitate another rounding up and perhaps delay sailing for another day or two.

"The crew to sail on the Alice had all signed up before 11 o'clock, and all but two were on board when the boat was towed to mid-stream. The two missing ones were taken into captivity a short time later and taken out to the ship in a small boat. The Alice sailed late this afternoon with the old time seaman, Captain McPhie, to guide its destinies."

That there is a mix-up in the lists of names of the Gloucester contingent is evident. On the list when they left the station here, the Times representative was given the names of Adrian Saulnier, David Brewton, Joseph Mullen and Allen McDonald, in company with the others.

When the party arrived at Anacortes, the list of arrivals, as printed in the Anacortes American, did not contain these four names, but did contain the names of William Brags, Philip Murphy, Harry Quinn, Hugh McKinnon and Harry Dall and the first four of these also appear on the list of those who sailed in the Alice, while Dall's name appears on the list of the Joseph Russ.

The name of Edward Martin, which appeared on the list when the men left here, did not appear in the list of the party arriving at Anacortes, and still it is on the list of men who were going in sch. Joseph Russ.

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Lobsters Still Sky High.

There is no lessening in the price of lobsters. This was evidenced by the arrival of the sailing smack Addie and Hattie from the eastward at Portland Monday. She had on board 700 lobsters and they cost 55 cents each to the fishermen. The crustaceans would average about a pound and a half each. It was said that fishermen around Monhegan were securing 75 cents apiece for their lobsters, the highest figure ever paid for smack fish. With the fair weather that seems to have settled down there is a prospect that the price of lobsters will soon take a drop and when it comes, it will be a sharp one.

Biggest Codfish Seen for Years.

At the store of L. B. Goodspeed & Company, T wharf, Boston, yesterday morning was shown one of the largest codfish brought to Boston in years. The fish, cleaned and ready for sale, weighed 76 pounds good, but before cleaning it must have been nearly 100 pounds in weight. It was caught by fishermen on one of the small hookers that run into Portland, and was sold to a dealer in Haverhill.

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Launch of New Steam Trawler Today.

The new steam trawler Crest will be launched at Fore River this afternoon. It will not be ready to be put in commission for three weeks more as engines will have to be put in and it will take some days to get her gear aboard. Capt. Michael Green will command the Crest.

Fishing Fleet Movements.

Sch. Tacoma was at St. Pierre, MI-quelon, recently to refit.

MORE FISHERMEN GONE WEST.

Party of Twenty Left Boston for Seattle Yesterday.

A party of 20 men, part of them from this city, and the majority of them fishermen, left Boston yesterday for Seattle, Washington, where they will ship on some of the vessels from that port which go salt codfishing in the Behring sea. They were shipped by Charles Mason, formerly of this city, who went out there a few years ago and came on to Boston recently, in the interest of one of the codfishing firms at Seattle which needed men for its crafts.

Newfoundland Bankers to Start Late.

The latest reports from the southwest coast of Newfoundland says that there is good fishing there, particularly around the waters of Rose Blanche, and most of the people daily secure good catches when they can get on the grounds, but operations are considerably retarded by bad weather.

It is said that people from St. Jacques, Grand Bank, Belleoram, La Poile, Fortune and Rose Blanche will not begin bank fishery operations this year before the last of April or first of May. This is for some unexplainable reason. However, preparations are more briskly carried on at the various outposts than ever before at this period. Owners of fishing schooners are sparing no pains in getting their vessels fitted up, and are offering big inducements as to wages, endeavoring to get their crews together and start as soon as possible, but in all probability the people from that centre will not start banking before at least the last of April.

MET BAD WEATHER.

Sch. Paragon Lost Anchor and Cable and Had Rudder Disabled.

Sch. Paragon is on Parkhurst's rail-ways to fix up before starting out on another halibut trip. The vessel landed 15,000 pounds of halibut and 7500 pounds of salt cod at Portland Monday and also landed 10,000 pounds at Halifax a few weeks ago, where she put in to refit and to go on the ways for repairs.

The craft experienced very hard weather on the early part of her trip, and in one of the gales lost an anchor and 100 fathoms of cable, beside getting the rudder disabled and leaving a hanging by one brace. To fix this it was necessary to go to land, so port was made at Halifax, where the catch was landed and a fitting taken, and Capt. Hermon and his crew determinedly headed her back to the fishing grounds again. She struck more bad weather and lost an anchor and on top of this the craft started to leak. She will now complete repairs.

QUICKEST TRIP OF SEASON.

Sch. Mooween Landed Big Halibut Fare at Boston Yesterday.

Back from the quickest trip of the season, and one with one of the largest fares, sch. Mooween, Capt. Daniel McDonald, arrived at Boston yesterday from St. Peters Bank, hauling for 40,000 pounds of halibut and 10,000 pounds of salt cod.

The vessel sailed from here March 17, and she was gone but 18 days on the trip. Capt. McDonald reports striking fine weather, about the best of any account to the eastward thus far this year, getting eight days in succession when they could set their trawls. This fine spell of weather enabled them to pick up the fine fare, although fish were not what could be called plentiful. The trip sold to the New England Fish Company at 10 1-2 cents per pound for white and 8 1-2 cents for gray.

New Newfoundland Vessels.

Howard Allen & Co., of Lockport, N. S., has within the past year constructed three fine schooners, all of which are owned at Grand Bank, N. F. Two of these were large fishing vessels and the third was a three-masted clipper schooner which is being used to carry fish between Newfoundland and Mediterranean ports. The last of these vessels to be constructed was launched on Thursday evening and is named the Mary F. Hyde, after the daughter of the captain. She is an exceptionally handsome and able schooner of 107 tons, built of hardwood, she is of the semi-knockabout type with round bow and has a particularly graceful sheer. She is owned by Messrs. Patten and Forsey, of Grand Bank.

Messrs. Allen & Company, will at once commence work on the construction of two large fishing schooners, in fact, the keel of one of them was hauled out of the water on the same evening as the Mary F. Hyde was launched.

Lively Times at Fort Wharf.

Fort wharf was a lively place yesterday afternoon, for there was a big fleet of the little shore boats in and most of them had nice trips which went well with the fine prices paid. It was the first real good day they had had to fish for some time and the whole bunch got out early, struck good fishing and hustled back to market, most of them with haddock, while a few had codfish. The Italian power dories each had from 1200 to 2000 pounds each, a fine day's fishing indeed. They got practically all haddock. Some of the back-of-the-Cape boats had fair trips of codfish. All four concerns were busy with the little fellows.

New Type for Pacific Halibuting.

New types of craft have developed with the expansion of the halibut fishing business in Southeastern Alaska. These are the smaller schooners and the combination halibut and seine boats. The schooners are able to fish in the protected waters of Southeastern Alaska, and to run down into the Straits in good weather. The halibut and seineboats are similar to those used by the purse-seiners of Puget Sound and Alaska, but with special equipment for halibut fishing. They fish in the winter for halibut around Juneau, Ketchikan and Petersburg, and in the summer go in for salmon fishing for the canneries. Scores of these boats were built in Seattle this fall and sent up to Ketchikan and Petersburg.